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WEDNESDAY, JANUARY 20, 1909.

三拜禮

號十二月正英港香

\$3.6 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,500,000 (\$15,000,000)
RESERVE FUNDS £1,500,000 (\$15,000,000)

Starling
£1,500,000 at 1/2 = \$15,000,000
Silver £1,500,000 at 1/2 = \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MAMAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 15th October, 1908. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business; receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000 (\$12,000,000)
RESERVE FUND £1,200,000 (\$12,000,000)
RESERVE LIABILITIES OF PROPRIETORS £1,200,000 (\$12,000,000)

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2 "
" " " 3 " " 3 "
JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [21]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,497).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pacalangan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 10th July 1908 [12]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. OHIOFOO.
Kobe. TIEN-TSIN.
OSAKA. PEKING.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:
For 12 months 5 1/2 per cent.
" 6 " 5 "
" 3 " 4 1/2 "
TAKRO TAKAMIOHII,
Manager.
Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tael. 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Sächsisch-Bank (Preussische Staatsbank)
Deutsche Bank der Disconto-Gesellschaft
S. Wilschroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mandelsohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [23]

Entimations.

CHRISTMAS WEEK! CHRISTMAS WEEK!!

Remember there is such a place in TOWN, by name THE SAVOY, where you can obtain your Christmas Outfit at Cost-Price.

Do not ponder over the offer.

Call and see with your own eyes and you will be satisfied.

Hongkong, 10th December, 1908. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOFES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1909. [16]

Entimations.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEVANHA Capt. W. Hayward, R.N.R.	About 21st Jan.	{ Freight and Passage.
LONDON, &c., via usual Ports	DELHI Capt. J. P. Andrews, R.N.R.	Noon, 23rd Jan.	{ See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA Capt. G. M. Montford, R.N.R.	About 27th Jan.	{ Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE Capt. G. Philipps	About 30th Jan.	{ Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th January, 1909.

Entimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

SPECIAL OFFER FOR ONE MONTH

OF OUR

SUPERB STOCK OF SUITINGS

at the following Exceptional Prices For Cash.

SCOTCH and CHEVIOT TWEED SUITS,

ANGOLAS, CASHMERES and LLAMAS,

at \$35, \$38, \$40 and \$45.

BLUE and BLACK SERGES, VICUNAS, &c.,

at \$35, \$38 and \$40.

Cashmere Trousers ... \$12.00, \$14.00, \$16.00

Travelling Suits ... 7.50, 8.50, 10.00

Overcoats ... 35.00, 40.00, 45.00

Dress Suits, Silk lined ... 75.00, 80.00

Dress Dinner Suits, Silk lined ... 70.00, 80.00

NOTE:—All above Materials are quite NEW and of the very best quality and Latest Patterns.

LANE, CRAWFORD & CO.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

16, Queen's Road Central.

Hongkong, 11th December, 1908. [13]

Hotels.

HOTEL PLEASANTON,

No. 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th Jan., 1909. [16]

HOTEL CRAIGIEBURN,

PRINCE'S GATE, the PRINCE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

CHINESE NEW YEAR HOLIDAYS.

HONGKONG-CANTON LINE.

Steamers to and from Canton will run as usual.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

On FRIDAY and SUNDAY, 22nd and 24th January.

S.S. "SUI-AN" will run Excursions to Macao leaving Wing Lok Street Wharf at 9 A.M. and returning at 5 P.M.

N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above dates.

SATURDAY, 23rd January.

There will be no morning steamer from Hongkong or afternoon steamer from Macao.

CANTON-MACAO LINE.

The S.S. "HOI SANG" will be laid up at Macao from FRIDAY, 22nd, till MONDAY, the 25th instant.

CANTON-WUCHOW LINE.

The West River Service will be suspended from the 22nd till 25th instant.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager. [16]

FOR LUXURY AND COMFORT, FRESHNESS AND EXCELLENT CUISINE,

STAY AT—

THE GRAND CARLTON HOTEL.

Hongkong, 5th December, 1908. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone, 170.

Telegram "Astor."

[14]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 27th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lent	THURSDAY, 5 P.M., 28th January.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kerschner	About THURSDAY, 28th January.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th January, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOUR NIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"SALAZIE"	Ailand	1st Feb., P.M.
MARSEILLES, VIA PORTS	"SYDNEY"	Rebutat	2nd Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"TOURANE"	Lancelis	5th Feb., P.M.
MARSEILLES, VIA PORTS	"POLYNESIE"	Broc	16th Feb., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th January, 1909.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	1st half Jan.	SHANGHAI	1st half Jan.
TJILIWONG	JAPAN	1st half Jan.	JAVA	1st half Jan.
TJIKINI	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIBODAS	JAVA	1st half Feb.	JAPAN	1st half Feb.
TJIPANAS	JAVA	1st half Feb.	SHANGHAI	1st half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 4th January, 1909.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG twice a WEEK and COMPLETE THE ROUND TRIP in 4 DAYS. These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH STEAMSHIP COMPANY'S.

Hongkong, 18th March, 1909.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and have a large saloon for passengers. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

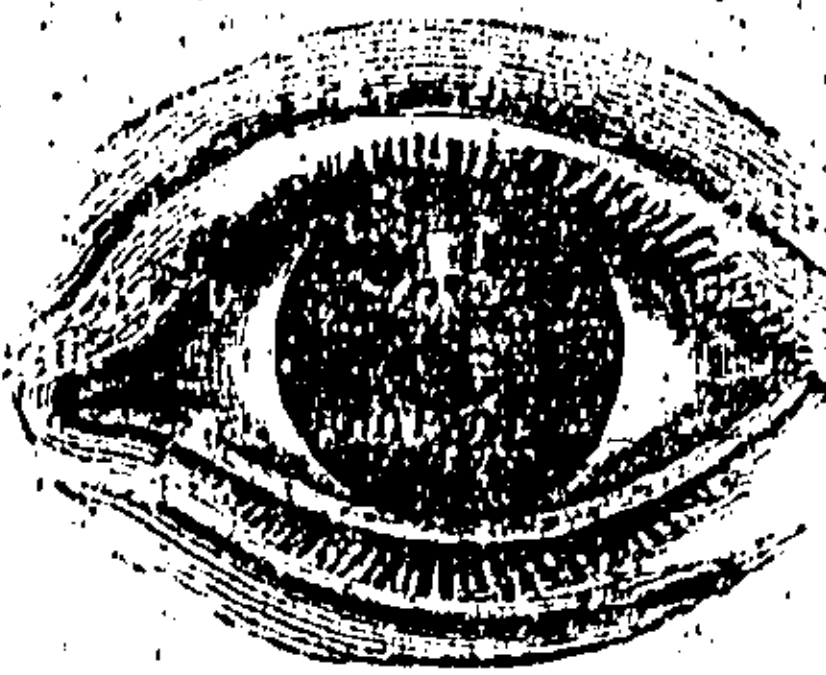
For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask or write for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 1, John Street, Bedford Row, W.G.
CALCUTTA, 59, Bentinck Street
SHANGHAI, 566, Nanking Road
Hongkong, 21st March, 1909

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL ADVERTISING CIGARETTES.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
Sole Importers: MAURICE & Co., Hongkong.

MONEY MARKET.

HEAVY CONSIGNMENTS OF SILVER FOR INDIA.

Messrs. Samuel Montagu and Company write from London, on December 17, as follows:—
The French exchange has moved in favour of this country and the demand for bar gold is now distinctly less keen.

The quotation fell on Monday to 77s. 10½d. per oz. standard, and shed ½d. on Tuesday, and again ½d. on Wednesday.

About £600,000 was available, the major part of which was sold for abroad. December 16, £90,000 and December 12, £180,000 in sovereigns for Buenos Aires, making a net efflux for the week of £270,000.

The sudden eruption of animation and activity which characterised last week's market, smouldered until Wednesday.

On that day, the urgency of demand for delivery this week died out, and the market reverted to normal conditions.

The fall of 3/16d. to 22 5/16d., led to stagnation, as producers were reluctant to sell.

Unless some of the silver engaged for shipment is cancelled at the last moment, this week's steamer, due to arrive in Bombay for the January settlement, will carry a consignment exceeding in value the record in October last.

It is possible that Bombay will bear this huge addition to its stock, (now considerably reduced) without much disquietude; for the improvement in Indian trade, to which we drew attention last week, continues to be manifested. On Wednesday, the offer of 8½ lacs of Bills and T.T., by the India Council, produced applications for 765 lacs, and the India Council, in consequence, increased the amount for next week to 120 lacs.

On the 1st instant, a shipment of 401,000 oz. was made from San Francisco to the East.

The prices fixed to-day, 21 5/16d. for cash, and 22 5/16d. for two months, are respectively, 7/ 6d. and 1/ 2d. below those fixed a week ago.

QUOTATIONS.

Quotations for bar silver per oz. Standard.
Dec. 11—22 7/16d. cash, 22 1/2d. two months.
Dec. 12—22 1/2d. " 22 7/16d. "
Dec. 14—22 1/2d. " 22 1/2d. "
Dec. 15—22 1/2d. " 22 7/16d. "
Dec. 16—22 5/16d. " 22 5/16d. "
Dec. 17—22 5/16d. " 22 5/16d. "
Average for the week } 22 1/2d. " 22 3/16d. "

Bank Rate..... 3 1/2 per cent.
Bar Gold per oz. Standard..... 77 1/2d.
French Gold Coin per oz..... 76 1/4d.
German Gold Coin per oz..... 76 1/4d.
United States Gold Coin per oz..... 76 1/4d.

A GHOSTLY MISCELLANY.

HUNTING FOR SPOOKS AT THE EUSTACE MILLS SALON.

The greatest ghost-hunter in Christendom has come to town in the person of Mr. Elliott O'Donnell, an Irishman, who lectured in dreadful gloom at the Eustace Mills Salon yesterday afternoon (Dec. 16) with all the blinds down and a bedroom candle dimly illuminating the crackling sheets of type-written foolscap from which he read.

In the bill of fare he laid before his audience, "Vegetable Ghosts" were included—as it was only right they should be at Mr. Miles's famous digested establishment.

Vegetarian enthusiasts thronged the Salon, hoping, it may be supposed, to see face to face for the first time the disembodied spirit of a lentil stalk into the room uttering ghoulish gibberish, or spectral tomatoes, spooking it across the magic lantern screen kindly provided by an obliging management. Even the ghost of a brail nut, with crackers for legs—suitably attired, would have been accepted with moderate enthusiasm.

But the only vegetarian apparition shown was an alleged photograph of a buttered bean tin with skinny arms and legs which Mr. O'Donnell explained mysteriously, was an Elemental.

THINGS SEEN AND HEARD.

The remainder of the lecture was divided between long descriptions of ghosts Mr. O'Donnell had seen and ghosts he had been told somebody else had said they had seen. The pictures he flashed on the screen were amateur drawings in sepia and chalk of most material and unlightening "visions." They included:

- A pig-headed man.
- A bestial head seen in a cupboard.
- A herd of black swine (with their tails out of drawing).
- A haunted chair.
- A ditto doorway, and
- A churchyard wall, haunted by an old woman in a white pinafore and big boots.

In a voice somewhat lacking dramatic fire, Mr. O'Donnell described how he had once heard the Basher, and once fought the disembodied spirit of the stuffed head of a mouse which hung over the banister in the hall of a house he rented on a three years' lease. Later on he laid a trap for that ghost, and, sitting up all night, succeeded in catching a triple-expansion cold in the head. The spectral mouse escaped by the skin of its teeth.

SEEN WHILE FISHING.

Then he told how when once he was fishing in Ireland he succeeded in projecting his spirit, and his voice to his own house miles and miles away between the nibbles at his hook.

The fact that Mr. O'Donnell is a fisherman by instinct (if he is a spook-hunter by profession) may perhaps account for some of the experiences with which he regaled the assembled vegetarians. They smiled with the child enthusiasm of proteid icicles. There was not a single shudder in the whole show.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1/4 UM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock	Aberdeen
Waglan	Sai Ki Wan
Stanley	Sai Kung
Cape Collinson	Sai Tau Koi
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. FROD.

18th Jan, 1909.

Intimation.

Powell's

ALEXANDRA BUILDINGS.

ARE
NOW SHOWING
the latest production
in British
CARPETS
in the
most exclusive
designs & colourings.

Jute Art Squares
for Bedrooms,
from \$9.50.

Kensington Art
Squares,
in 3 sizes,
from \$18.75.

Kidderminster
Squares,
all wool,
Special Thick
Quality,
3 by 4 yds.,.....\$37.50.
3½ by 4½ yds.,.....\$50.00
4 by 5 yds.,.....\$65.00

A Large Variety of
Velvet Pile
Squares,
from 9ft. by 6ft.
to 15ft. by 18ft.,
from \$35 to \$200.

Seamless Axminster
Squares,
in Artistic Designs,
3 by 3 yds. 3 by 3½ yds.
3 by 4 yds. 3½ by 4½ yds.
4 by 5 yds. 5 by 6 yds.
from \$50 to \$275.

Hearthrugs
to match.

POWELL'S
Carpet Department,
First Floor,
ALEXANDRA
BUILDINGS.

Hongkong, 20th December, 1908. (19)

Intimations.

CHINESE NEW YEAR HOLIDAYS.
IN accordance with Government Notification No. 10 to the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, 21 and 22nd inst.
Hongkong, 16th January, 1909. (97)

THE CHINA AND MANILA STEAMSHIP CO., LD.
HONGKONG, AMOY AND MANILA.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$60 for passage to Manila and return by our S.S. "ZAFIRO" sailing SATURDAY, the 30th Jan. Tickets issued at this reduced rate will be available for return by either the S.S. "ZAFIRO" leaving Manila on 7th February or the S.S. "RUBI" leaving Manila on 13th February.
Hongkong, 11th Jan., 1909. (77)

MANILA CARNIVAL.
February and to 9th, 1909.

REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger steamers:—
Leaving Hongkong
"TEAN".....26th January.
"CHANGSHA".....31st
"TAMING".....2nd February.
Hongkong, 16th January, 1909. (91)

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library. Ladies are eligible as Members. Entrance Fee, Five Guineas, Annual Subscription, Five Guineas. Further particulars from THE ORGANISING SECRETARY, 84, Piccadilly, W. London, 19th August, 1908. (766)

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.
Containing:
All Asiatic Stamps. All Chinese Stamps.
4,000 for \$8.00 4,000 for \$4.50
3,000 " 7.00 3,000 " 3.50
2,000 " 5.00 2,000 " 2.50
1,000 " 2.00 1,000 " 1.50
500 " 1.00 500 " 1.00
Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.
VIEW POSTCARDS, ALBUMS, HINGES, RAFAEL LUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS AND CIGARETTES, &c., &c., &c.
Inspection invited. GRACA & Co., No. 27, Des Vaux Road. (50)

D. NOMA,
PROFESSIONAL TATTOOER
THE EXPERT REMOVER OF TATTOO MARKS,
No. 50 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources. My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.
Hongkong, 1st September, 1908. (136)

THERAPY MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE MARK. THERAPION.

This successful and highly popular remedy, used in the Continental Hospitals for the treatment of all diseases, combines all the best drugs to be found in a medicine of this kind, and is a most effective remedy for all ailments.

THERAPION No. 1 is a rapidly acting, powerful, and reliable remedy for all ailments, especially for the treatment of the following diseases:—
1. Rheumatism, 2. Gout, 3. Gravel, 4. Catarrh of the Bladder, 5. Catarrh of the Prostate, 6. Catarrh of the Uterus, 7. Catarrh of the Vagina, 8. Catarrh of the Cervix, 9. Catarrh of the Endometrium, 10. Catarrh of the Ovaries, 11. Catarrh of the Fallopian Tubes, 12. Catarrh of the Uterine Appendages, 13. Catarrh of the Uterine Muscles, 14. Catarrh of the Uterine Nerves, 15. Catarrh of the Uterine Blood Vessels, 16. Catarrh of the Uterine Lymphatics, 17. Catarrh of the Uterine Glands, 18. Catarrh of the Uterine Epithelium, 19. Catarrh of the Uterine Connective Tissue, 20. Catarrh of the Uterine Skin.

THERAPION No. 2 is a rapidly acting, powerful, and reliable remedy for all ailments, especially for the treatment of the following diseases:—
1. Rheumatism, 2. Gout, 3. Gravel, 4. Catarrh of the Bladder, 5. Catarrh of the Prostate, 6. Catarrh of the Uterus, 7. Catarrh of the Vagina, 8. Catarrh of the Cervix, 9. Catarrh of the Endometrium, 10. Catarrh of the Ovaries, 11. Catarrh of the Fallopian Tubes, 12. Catarrh of the Uterine Appendages, 13. Catarrh of the Uterine Muscles, 14. Catarrh of the Uterine Nerves, 15. Catarrh of the Uterine Blood Vessels, 16. Catarrh of the Uterine Lymphatics, 17. Catarrh of the Uterine Glands, 18. Catarrh of the Uterine Epithelium, 19. Catarrh of the Uterine Connective Tissue, 20. Catarrh of the Uterine Skin.

THERAPION No. 3 is a rapidly acting, powerful, and reliable remedy for all ailments, especially for the treatment of the following diseases:—
1. Rheumatism, 2. Gout, 3. Gravel, 4. Catarrh of the Bladder, 5. Catarrh of the Prostate, 6. Catarrh of the Uterus, 7. Catarrh of the Vagina, 8. Catarrh of the Cervix, 9. Catarrh of the Endometrium, 10. Catarrh of the Ovaries, 11. Catarrh of the Fallopian Tubes, 12. Catarrh of the Uterine Appendages, 13. Catarrh of the Uterine Muscles, 14. Catarrh of the Uterine Nerves, 15. Catarrh of the Uterine Blood Vessels, 16. Catarrh of the Uterine Lymphatics, 17. Catarrh of the Uterine Glands, 18. Catarrh of the Uterine Epithelium, 19. Catarrh of the Uterine Connective Tissue, 20. Catarrh of the Uterine Skin.

Hongkong, 20th January, 1909. (19)

SNIPES AND SNIPESHOOTING.

To the humble gunner, whose "big days" with partridges or pheasants are few and far between, the coming of snipe in winter is a great event. Every one who is a keen sportsman likes to test his ability in the matter of this difficult little bird, but those who get plenty of other shooting during the season are a little apt to regard the quest of the snipe as an occupation too full of annoyance and disappointment to be worth the candle. And one must admit that snipe-shooting is indeed often the most annoying and disappointing of all pursuits with the gun. No bird—not even the woodcock—is so erratic in its ways. To-day the marsh may be full of snipe, to-morrow every ditch and clump of rushes will be drawn blank. There is no more dependence to be placed in the snipe, than in the weather, and no one can lay down any inflexible rules concerning him. From beginning to end the bird is an enigma that will never be properly understood, and although we know a good deal of his habits and the most likely place to find him, we are constantly being reminded of the fact that snipe-shooting is governed as much by the exception as the rule.

All of this, of course—much as it may perplex and irritate us at the time—is just what makes some of us such ardent snipe-shooters. But the greatest of all attractions that the bird possesses is that it presents to the gunner the most difficult mark among birds that are walked up and not "driven." No end of good advice as to the best way of dealing with the snipe if you want to bag him has been given from time to time, and yet, in spite of the improved firearms and the faultless ammunition of the present day, we still find it quite as easy to miss the active little bird as ever our forefathers did with all the disadvantages that beset them.

Sportsmen have never yet been able to agree as to whether it is better to shoot at a snipe directly he rises or to wait till he has finished those extraordinary gyrations which he seems to indulge in for the benefit of the gunner. Some will tell you to shoot at once, or the bird will be out of range; others will say, "Don't be in a hurry, but wait till the bird has settled down. Then you can kill him easily." Both these dicta are all very well; but neither of them will apply to every snipe that rises. You may flush a dozen in the course of an afternoon, and no two of them will pursue the same tactics. The first will get up right in your face, and nearly kill himself against the tip of your gun-barrel; the next will go away like a flash of lightning so close to the ground that you can hardly see him in the dull light of a winter's afternoon; and a third will rise suddenly into the air like a rocket, with the result that you shoot yards below him. The only advice that one can give about shooting a snipe is that you should pull the trigger directly you feel by intuition that you are "on" him; if you don't feel that let him go, for to shoot at such times is simply to waste a cartridge, miss your bird, and scare away others which might have given you a better chance.

Snipe-shooting in the case of most people is an art by itself, although there are a few good shots who can kill snipe just as well as they can kill pheasants or partridges. But a man who is a good snipe shot is often no good at all at driven game, and vice versa. There can be no doubt as to the difficulty of snipe-shooting, although perhaps the bird is not always so hard to hit as he would appear. Yet one may be sure that the snipe has not earned his reputation without good cause, and few of us would be so bold as to declare with a writer in the *Sporting Magazine* of a hundred years ago that "there are many birds more difficult to shoot than a dog." Indeed, this writer opens his remarks by saying, "It is a common observation that it is difficult to shoot a snipe, on account of the many turnings and twistings which it makes on being sprung; but this difficulty exists only in the minds of inexperienced sportsmen." One would almost fancy that this old-time scribe must have been thinking of the jack-snipe when he wrote these words, although he does not say so. The "jack," moreover, has never been considered a very difficult mark, for he is not nearly so fond of twisting and turning as his larger cousin.

Until cold weather sets in one seldom finds many snipes in England. A few breed in nearly every country, but most of them disappear from their nesting haunts before the shooting season sets in. Most of our snipe come, probably, from the Continent, but at the best of time they are birds of passage, and seldom content to remain long in one locality. Our best chance of sport with them is when they drop in twos and threes, for then they are less wild than when they are gathered together in "wings" of twenty or thirty. Hard frost generally makes them wild, and sometimes drives them out of the marsh altogether, so that one may find them in the uplands among the firs—a very favourite resort in severe weather. One of the best times to find snipe is when there is just frost enough to freeze up all except the swift-running streams, so that the birds are forced to resort to the margins of the latter in search of food. A sudden thaw after prolonged frost is always likely to bring snipe back to the lowlands, for they are greedy birds and will give themselves with food so soon as the giving of the frost once more reopens their feeding-grounds. That is the gunner's grand opportunity, for it is the least uncertain of all the glorious uncertainties of snipe-shooting.—"East Sussex," in *Pall Mall Gazette*.

FABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. (11)

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"LUTZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of January, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of January, at 9.15 A.M.
All Claims must reach us before the 24th of January, 1909, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 14th January, 1909. (75)

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.
THE Steamship
"KARONGA,"
Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 20th inst., at 3 P.M.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 15th January, 1909. (92)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 16th January, 1909. (14)

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA,"
Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-BEAT.

Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 16th January, 1909. (96)

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M., of the 19th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **DAVID SASSOON & Co., LIMITED,** Agents.

Hongkong, 20th January, 1909. (101)

Consignees.

S.S. "POLYNESIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Dordogne* and Malaga ex S.S. *President Leroy* will be informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 25th January, at Noon, will be subject to rent and lading charges.
All claims must be sent in to me on or before the 25th January, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 25th January, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 18th January, 1909. (9)

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON, PORT SAID, COLOMBO AND STRAITS.

THE Steamship
"MONTGOMERYSHIRE,"
Captain Jackson, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 25th instant, at 3 P.M.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th January, 1909. (103)

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. (1)

Dr. M. H. OHAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 15th August, 1908. (39)

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers

Hongkong, 15th August, 1908. (39)

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager.
Hongkong, 6th January, 1909. (50)

Benger's Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

Intimations.

CHINESE HIGH ART BAZAAR
AT
78, QUEEN'S ROAD CENTRAL.

Exhibition of
CHINESE PAINTINGS,

EMBROIDERIES,

OLD CHINA,

STATUETTES,

PORCELAIN GOODS,

ARTIFICIAL FLOWERS,

&c., &c., &c.

SHOW OPEN

from

18th JANUARY, 1909,

to

27th JANUARY, 1909;

INSPECTION INVITED.

HOURS:

Daily 10 a.m. to 4 p.m.

6 p.m. to 10 p.m.

Hongkong, 17th January, 1909. (78)

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 1st July, 1907. (15)

U. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SQUARES, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application, Coast

Port orders carefully executed.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

HIGH-CLASS
CONFECTIONERY.We have just unpacked our NEW SEASON'S
CONFECTIONERY imported from the
leading London, Parisian and American
Houses.

CADBURY'S CHOCOLATES.

IN FANCY BOXES.

CHOCOLATE ALMONDS, CHOCOLATE
WALNUTS, CHOCOLATE DE LA
REINE, VIENNA CHOCOLATE and
others, in Great Variety.

FULLER'S CONFECTIONERY.

COCOANUT TAFFY, ALMOND TAFFY,
CREME APRICOTS, SUCRE DE LA
CREME CARAMELS, PEPPERMINT
LUMPS, MARS MALLOW BALLS,
&c., &c., &c.A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional.
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
accessible to messenger. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 20, 1909.

TRADE IN JAPAN.

According to the commercial intelligence
received through the *Kobe Herald* all the
leading papers and economic magazines
agree in saying that the money market will
continue to get easier and that the Banks
will be long have to lower their rates. In
this connection, the *Tokio Asahi* publishes
a statement made by a certain financial
authority of high standing. He is repre-
sented to have said that the favourable con-
ditions exhibited by the foreign trade at the
end of last year will undoubtedly be main-
tained. This may be anticipated with special
confidence in regard to the raw silk trade;
6,500 packages have already been exported
since the New Year, and it is believed that the
trade in this commodity will become even
favourable. Under these circumstances, if
there is not an exceptionally large import
of cotton, the foreign trade should result in an
excess of exports in even the first half of the
year. Moreover, the prices of silver and
copper have of late been rising, the former
now standing at over 23d, and the latter at
over 55d, and as they are likely to rise
higher, Japan's trade with China is sure to
improve. The same authority pointed out
that the money market, which was already
easy at the end of last year, has now become
even easier. The amount of the Bank of
Japan's convertible notes in circulation hasconsequently decreased, and bank advances
in general are being rapidly recovered. No
large demands for funds are forthcoming,
while bank deposits show a constant ten-
dency to increase. Such being the case,
many banks will, in their own interests,
have to lower their rates at no distant
date, and the Bank of Japan is likely to
have to follow the example. It has to be
remembered, too, that during the current
year national Bonds are to be repaid to the
amount of ¥50,800,000 at least, which is
bound to further ease the money market. It
is true that, during March and June, Rail-
way Bonds to the sum of ¥25,000,000 are
to be issued, but, as they are to be exchanged
for the railway shares, the money market
will not be disturbed.

THE ENEMY OF THE RAT.

That the most effective means of extermin-
ating the rat is by raising a specialized breed
of cats, the natural enemy of the pest, is the
belief of Prof. Robert Koch and other scien-
tists who have made a study of plague pre-
ventive measures. The destruction of rats
by mechanical means, such as trapping and
poisoning, results in lessening the numbers
despite the remarkable reproductive qualities
of the pest, yet the scientists believe that to
exterminate the rat utterly, one of nature's
boundless resources must be employed. We
learn from a Seattle contemporary that Dr.
F. S. Bouras, chief medical inspector, who
has been conducting the campaign against
rats, under the direction of Health Commis-
sioner J. E. Crichton, has urged that house-
holders as well as business men have cats
about their places. He has suggested that
there is a big difference between strains of
felines and that the average house cat, well
fed and content to lie back of the kitchen
range, is not the animal that science is
looking for to carry on the anti-pest work.
The ideal rat-killer is one that has its
natural antipathy for rats cultivated to a
fine point; one that will seek for and
destroy rats as its life work. In India and
Japan, men engaged in plague-preventive
work have been experimenting with natural
enemies of the rat pest. A number of vorac-
ious animals have been used, among them
the ichneumon, of Egypt, the mongoose, of
India, and the European ferret. The fact
that the animals just named do not confine
their hunting to rats, but destroy domestic
poultry, is a serious drawback to their use.
The scientists found an animal in the cat
that, since the beginning, has made war on
the rat. They do no harm, and, when prop-
erly trained, are the best agents that have
yet been utilized in the prophylaxis of
plague. At present, the scientists are carrying
on a world-wide search for strains of cats
that are specially adapted to destroying rats.
The scientists have suggested that a system
of prizes be offered for the best strains of
cats whose ability as rat-killers has been
proved. In Seattle there are several cats
whose ability and voracity in hunting rats
could hardly be excelled. The Morgan
Oyster Company has a fierce-eyed creature
that is never so happy as when on the trail
of a rat. Before the cat came, rats romped
about the place. Now the Morgan Oyster
Company will give a prize for any trace of a
rat about its buildings. The Seattle Trans-
fer Company has a cat whose ability as a
rat-killer has been frequently demonstrated.
There are several of the warehouses on the
water front that have felines whose breeding
especially adapts them to the anti-pest work.
Except for mildly frightening rats, the average
sleek, contented house cat is useless.
It has been observed in many cases that the
presence of a cat of any kind serves to
frighten rats off the premises, but the real
benefit has not been fully determined. It
has also been observed that the hunting in-
stinct reaches its highest development in the
female cat. Just as the Angora and the
Manx cats were raised, the scientists hope
to specialize the hunting instinct in the
rat exterminator. That the improved strains
will be of large size in order to cope with big
rats, will be necessary. Also it is likely that
its voracity will detract somewhat from its
qualities as a household pet. Prof. Robert
Koch, during a recent visit to Japan, sug-
gested the following system for employing
cats in anti-pest work:First—Pass laws requiring each house to
keep a certain number of cats and cause the
police to make frequent inspections.
Second—By establishing a system of prizes
for cats of approved ability as rat-killers.
Third—Carry on a world-wide search for
strains of cats especially skilled as rat-killers
and encourage their introduction and propa-
gation.
Fourth—We should stimulate interest in
the breeding of improved strains of cats by
promoting cat shows just as in the case of
horses and cattle.
Fifth—Vessels plying between plague-
infected ports should be obliged to carry a
fixed number of cats, the number depending
upon the tonnage of the vessel.
Sixth—Building regulations should re-
quire that attics and other places frequented
by rats be provided with openings large
enough to admit cats.
Seventh—In the case of plague-infected
districts or areas threatened with invasion
of plague, special companies of cats should
be organized, and at fixed intervals they
should be isolated and the presence, or
absence of plague among them should be
determined.

LOCAL AND GENERAL.

A CHARMING well calendar reaches us from
the Vacuum Oil Co.According to to-day's bulletin, Her Excel-
lency Lady Lugard's condition has generally
improved during the last 48 hours.A FINE of \$15 was imposed on A. Kluge, an
Austrian, for being a stowaway on board the
Nippon Yusen Kaisha's steamer *Kumano Maru*
from Japan.THE value of exports from Formosa to foreign
countries last year amounted to ¥9,297,135,
and imports to ¥17,287,920. Exports to Japan
proper totalled ¥24,418,614 and imports from
Japan ¥20,919,399.ON the recommendation of the Ministry of
Agriculture, Industry and Works, the Throne
has bestowed a reward on the Chinese mer-
chant who organized a company in Hankow
for acetylene lamps.FOR assaulting Li Sang, an opium dross col-
lector, at 6, First Street, with a bottle, yester-
day, a Chinaman named Li Wing was fined \$3
in the Police Court this morning and ordered
to pay \$1 compensation.THE Emperor of Korea returned to Seoul on
13th inst. Marquis Ito, the Resident-General,
in the course of a speech said that if Japan's
policy had been to destroy Korea, she would
never have encouraged education and produc-
tive industries in Korea.THE C. M. steamer *Fungshun*, which arrived at
Shanghai on Wednesday from Wenchow, had
a collision just before daylight when outside
Woosung with an unknown lorch. The
Fungshun had a small hole at its bow, and
several stowaways carried away, while the
lorch had her jibboom and bowsprit smashed.THE Toyo Kisen Kaisha's *Kenny Maru* (a
sister ship to the *Tonyo and Chiyu*), which is
under construction at the Mitsui Bishi Ship-
building yard, will be completed next year.
The *Kenny* will be employed on the Pacific
service, replacing the *Nippon Maru*. The latter
is to be transferred to South American line.
Two other steamers, 9,250 tons each, of the
same shipping firm, are under construction.
One of them will be completed before the end
of this year.THE C. M. steamer *Heinrich* left Chefoo on
12th inst. for the projected new port of Ho
Loo Tao, and she will be the first steamer to
visit the place. The town is situated a short
distance north of Chin-wang-tao and is said to
be perfectly free of ice all the winter months
and is a safe harbour for ships.
The harbour is spacious and has a good holding
bottom. Should the place come up to expecta-
tions, it is believed it will be opened to trade
in the very near future.CHAN CHI, an unemployed, was brought before
the magistrate this morning on a charge of no-
ticed armed robbery. It is believed that
Chan, with the help of a dagger, broke into 18
Temple Street North, Yau-ma-tei, yesterday,
and stole three gold earrings, two rupees, five
silver dollars, ten dollars in 20-cent pieces, 630
ten-dollar notes, two silk handkerchiefs, one
flannel shirt, and one piece of silk, of a total
value of \$50, the property of an Indian named
Joder Singh. The defendant was also charged
with wounding Bahadar Singh, the com-
plainant's friend. The result of the case is not
known up to the time of going to press.A TOKIO message to the *Mainichi* states that
the Naval Department has decided to con-
struct two new battleships, which were to have
been built in England at the Kure and Yoko-
suka Naval Dockyards. The work will shortly
be commenced. A Yokosuka message to the
Asahi says that the number of warships to be
completed this year is five, including the battle-
ship *Satsuma*, the armored cruiser *Yakagi*,
and the destroyers *Izumi* and *Ayanami*.
Two submarines, now equipped, will also
be commissioned. The repairs to the *Tango*
and two destroyers are nearly completed. The
new ships *Aki* and *Kurema* will not be com-
pleted before next year owing to the curtail-
ment in the naval expenditure.

CRICKET.

LUSITANO V. R.A.M.C.

The undermentioned have been selected to
represent the Lusitano Recreation Club on
Saturday, in the League match against the
R.A.M.C. at Causeway Bay, (kick-off at 2.30
p.m.)—J. M. Britto, A. H. Hyndman, D. A.
Boares, R. C. da Silva, Frank Soares, N. A.
Hyndman, P. A. Yvanovich, L. G. Cordeiro,
A. Ribeiro, J. M. Castro and S. O. Elze.

FOOTBALL.

The final match of the Lusitano Recreation
Club's eleven-a-side football competition will
be played off on Saturday next, 23rd instant,
at 4 p.m. at Causeway Bay by the "B" and
"C" Teams, captained by Messrs. J. M. Britto
and P. da Rosa respectively.Referee—Mr. A. J. V. Ribeiro.
Linesmen—Messrs. P. M. Remedios and J.
C. Barreto."B" Team: C. M. S. Alves; A. V. Barcos,
F. Ribeiro, J. F. Castro, J. M. Britto, F.
Soares, F. J. Barreto, B. S. Vieira, Alf. Re-
medios, T. Pereira and Alf. Barreto."C" Team: J. Gardner; J. C. Ribeiro, L.
G. Cordeiro, G. Lopes, P. Rosa, J. Soares, P.
Cordeiro, E. Antonio, V. Arvedo, Aug. Bay-
le and F. Barreto.Sanitary Board
Elections.MESSRS. SHELTON, HOOPER AND
DR. FITZWILLIAM APPOINTED.

RECORD VOTING.

The elections for the return of two members
to the Sanitary Board caused by the retirement
of Mr. Henry Humphreys and the expiration
of Mr. Shelton Hooper's term of office took
place at the City Hall this afternoon, when,
contrary to former precedents, a great deal of en-
thusiasm was manifested by the general public,
on whose votes the return of the two members
depended. Shortly before the hour of four, all
sorts and manner of people from practically
every business house in the Colony wended
their way to the scene of the polling, and that
they should thus show some interest in the
public affairs of the Colony (although any good
which emanates from the Board doubtless
redounds to each individual benefit) is a
healthy sign of the times, and proves beyond a
shadow of doubt the growing public spirit. The
Returning Officer was Mr. C. D. Melbourne,
who was assisted by Messrs. A. Chapman and
G. A. Woodcock, who acted as scrutineers.
Polling commenced at 4 o'clock, and in ac-
cordance with the usual formality required by
law, continued till six. Among those who were
seen taking part in the balloting was Com-
modore Lyons and several members of both
the Services.Mr. C. D. Melbourne read the notice and
announced the names of the candidates, with
their proposers and seconders, after which the
voting commenced in real earnest.The result of the poll was announced shortly
after seven o'clock, and is as follows:—No. of Votes.
Mr. A. Shelton Hooper 504
Dr. G. H. L. Fitzwilliam 343
Dr. R. A. Bellios 313
Mr. H. Percy Smith 187As soon as the poll was announced, Mr.
Shelton Hooper, in the course of a brief ad-
dress in which he betrayed a sincere tone, said
that he thanked the whole of the electors of
Hongkong who had placed him that afternoon
in the fortunate position of head on the list.
He felt sure that this was not the result of
confidence. During the time he was on the
Board, he always advocated free criticism of
the Government and its policy, and he carried
out that policy in the past without fear or
favour. (Applause). He was glad to publicly
state that he had no axe to grind. (Loud ap-
plause). In conclusion, he moved a hearty
vote of thanks to the presiding officer for the
just way in which the polling was carried out,
loud cheers greeting the speaker as he retired.Dr. R. A. Bellios, in responding Mr. Hooper's
motion, thanked those concerned for the just
and upright manner in which the whole of the
proceedings was carried out. He felt certain
that he was voicing Mr. Percy Smith's opinion
in saying that the fight had taken place without
any ill-feeling. (Loud Applause).Mr. Percy Smith, in rising to speak, said
that he endorsed all that Dr. Bellios had said. He
was personally sorry for having failed to be
returned, but—(here the speaker's words were
inaudible to our representative). Loud and
continued applause greeted the last speaker as
he concluded his brief address.Following are the names of the candidates
with their respective proposers and seconders:—AUGUSTUS SHELTON HOOPER, J. P.
Proposed by Sir Henry Spencer Berkeley.
Seconded by Mr. D. R. Law.
RAPHAEL AARON BELLIOS, M.D.
Proposed by Mr. William Leonard Carter.
Seconded by Mr. Francis Mal'land.
GERARD H. LOYD FITZWILLIAM, M.D.
Proposed by Hon. Mr. H. E. Pollock.
Seconded by Hon. Mr. Henry W. Slade.
HORACE PERCY SMITH, Ch. Acc't. (two
nomination papers).
Proposed by Mr. A. J. David.
Seconded by Mr. Ho Fook.
Proposed by Hon. Mr. Wei Yuk.
Seconded by Mr. C. Lafreniz.

PROFESSIONAL SERVICES.

CLAIM AGAINST A WOMAN.

The action brought by Messrs. Goldring,
Barlow and Morrell, solicitors, against Minnie
Hayden, of Wyndham Street, to recover \$250
for professional services rendered, was conclud-
ed in the Supreme Court this morning. Yester-
day, Mr. Justice Gompertz adjourned the
case to allow the defendant to produce a wit-
ness, who was to speak of a verbal agreement
and a document to show that she had paid a
certain amount of the claim already.Mr. O. D. Thomson (for the plaintiff) said
that since the adjournment he had discovered
that the sum of \$25 had been paid by the de-
fendant and this reduced the claim to \$225.
Judgment was given against the defendant
for \$225 and costs.

THE CHINKING COLLISION.

S.S. "SINGLER" PATCHED UP.

The Chinese steamer *Singler* (late *Victoria*)
which was lately in collision with the Japanese
steamer *Tachang Maru* steamed into Chinkiang
on January 17, and moored alongside of
the s.s. *Canton*. She will discharge all of her
cargo into the s.s. *Canton* for transportation to
Swatow.Two of the foreign staff and some workmen
from the *Volcan* ironworks had put a tempo-
rary patch in her bow, and after discharging
part of her cargo in the forward hold, into
lighters, she was able to proceed to Chinkiang
under her own steam.Her damage appears to have been consider-
able, as her stem above the water line was
bent and twisted. A dozen plates will have to
be renewed, and repairs to ten frames, and
three beams, a broken bit, a broken fore-top-
mast, a broken hawse pipe, besides some minor
repairs.The ship after discharging her cargo will
proceed to Shanghai for repairs, perhaps dock-
ing at well—*Shanghai Times*.

Italy's Sorrow.

CHINA'S SYMPATHY.

CANTONESE MUNIFICENCE.

Yesterday evening the Italian Consul-Gen-
eral received from the Canton Viceroy a further
sum of \$12,000, amount of a public subscrip-
tion amongst the merchants, gentry, &c., of
Canton. This sum, like the former one, was
transmitted telegraphically to the Italian Con-
sul-General at Rome, through the
Hongkong and Shanghai Bank, free of charges.
Acknowledgment and thanks were wired to the
Viceroy last night by the Italian Consul-
General.We are informed that H.E. Chang, the
Viceroy of the neighbouring provinces, has
taken great interest in the relief work for the
sufferers by the unparalleled disaster in
Southern Italy. He sent at once a telegram of
sympathy to the Italian Consul-General for
Southern China who resides in Hongkong, and
made inquiries about the progress of relief
work. A shortly afterwards he renewed inquiries
through the Commissioner of Customs of Kow-
loon, Mr. Harris, and when this gentleman
later on visited Canton the Viceroy repeated his
inquiries verbally. This interest has materialised
in the offering of two large sums; the first
one of \$10,000 was the contribution from the
Government of the Liang Kwang provinces; the
second is the result of the subscription
raised amongst the public. The Chinese press
in Canton for some days has been busy in
reporting the steps taken by the Viceroy in
furthering the public subscription; its
success is, therefore, in great measure due to the
initiative and activity of the Viceroy. These
considerations do not in the least take away
from the generous promptitude with which the
gentry and merchants took up the subscription
as soon as the matter was brought to their
attention. All China residents will also be
alive to the fact, forced upon them at every
moment in these days, that the subscription
was raised in the most unfavourable time,
close upon China New Year, when every
Chinaman, whatever his wealth and position,
receives numberless calls on his purse, which
tax it to the utmost.This morning the Italian Consul-General
received from Mr. Tittoni, the Minister for
Foreign Affairs, the following telegram:—
"Italian Consulate, Hongkong—In the name
of the Royal Government I beg you to thank
the Viceroy for his generous donation to the
sufferers from the earthquake.—TITTONI."The thanks conveyed in this telegram have
been transmitted to the Canton Viceroy to-day.

PROF. OMORI'S STATEMENT.

Calabria in Southern Italy is a well-known
earthquake zone. Great earthquakes occurring
there are (1) that in 1638, causing 1,910 deaths;
(2) that in 1656 with 2,042 deaths; (3) that in
1783, with 30,745 deaths (the year, when the
eruption of Mt. Asama in Japan took place);
(4) that in 1857 with 12,910 deaths; and (5) that
on September 8, 1905, with 533 deaths. All
these earthquakes originated in Calabria or in
the sea west of that district, but not always in
the same place.The earthquake of December 28 was distinct-
ly recorded on the seismograph in Tokyo.
The tremor began at 1.32 52 p.m. (Japanese
time) preceded by a slight tremor lasting for
11m. 26sec. The earthquake therefore began
at 1.19 33 p.m. of Japanese time, that is,
19 33 a.m. of Italian time. Judging from the
duration of preliminary tremor, the distance
between the centre of earthquake and Tokyo
is 2,443 ri; the actual distance is 2,470 ri.The tremor was not palpable to the physical
sense in Tokyo. It continued for about one
hour and a half, and its maximum vibration
was 1 mm. latitudinally and 13 mm. longitudinally.
This was 2.5 times as large as the earthquake
in Italy in 1905. Judging from the fact that
Naples, on the west coast of Calabria, suffered
severely, and that a tidal wave occurred on that
coast, the centre of tremor was in the bottom
of the sea near that coast, probably in the south
of the centre of tremor of 1905. Reggio and
Messina, situated along the Messina Strait,
must have suffered from tidal waves.—*Japan*
Times.

MARINE COURT.

DUMPING RUBBISH.

In the Marine Court, this morning, before
the Hon. Commander Basil Taylor, R.N.,
Harbour Master, Acting-Inspector R. Sim, in
charge of the Aberdeen Station, charged Si
Moi, master of the steam launch *Lee Choy*,
with depositing rubbish into the waters of the
Colony on the 17th inst.It was stated by prosecutor that at about
5.15 p.m. on the 17th, he saw the defendant
throw a basketful of ash from his engine
room into Aberdeen Harbour.Defendant was fined \$10, in default of pay-
ment one month's imprisonment.

DISPOSING A POLICE OFFICER.

In the same Court, P.C. O'Connor proceed-
ed against Cheng Tai, a boatwoman, with fail-
ing to stop when called upon to do so by a
Police officer in the harbour yesterday.Prosecutor's evidence was to the effect that
shortly after noon yesterday, he saw defendant's
cargo boat making for the Aberdeen Ferry
wharf, loaded with both passengers and lug-
gage. Witness called upon the defendant
to stop fully three times and blew several
blasts at the same time. Each time that he
did so, they looked at him and kept on pulling.Defendant said she could not hear very well.
A fine of \$7 was imposed.As has been announced, it was the intention
of the Government to promulgate and enforce
the revised Code of Laws in China on the next
Chinese New Year's day, but this was im-
possible as the revision has not been completed.
In the circumstances the Government has or-
dered H.E. Shih Chi-pen, Commissioner, in
charge of the Revision, to endeavour to com-
plete his labours and enable the Code to be pro-
mulgated in the next year, in commemoration
of the new reign of Hsin Tung.

RESCUE AT SEA.

STARVING FISHERMEN ADRIFF.

The following report has been received from
Captain Matheson of the s.s. *Kumano Maru*
which arrived this morning.
The *Kumano Maru* left Nagasaki on the 15th
inst. and on the following day, at sea about
255 miles off Niigata, a signal was seen afar off
on the waters as if calling for assistance.
Captain Matheson steered his vessel towards
the object and, on getting near, saw it was a
fishing junk with seven Nippon men on board
who were in a state of starvation through their
provisions having run out. A gig was imme-
diately lowered from the *Kumano Maru* and
the second officer went with it with a plentiful
supply of provisions and fresh water for the
starving men, enough to last them several days
for the voyage home.

FITTING UP THE "ZEOLUS".

A MERCHANT'S CLAIM AGAINST CONTRACTOR.

An interesting dispute was heard in the
Supreme Court this morning between a mer-
chant and a contractor. The *Yee Fat Com-*
pany, of 60, Des Voeux Road West, and a con-
tractor named *Keang Fat*, 11, Reclamation
Street, Yau-ma-tei, to recover the sum of \$582,
being for goods removed by the defendant and
alleged to have been wrongfully detained and
for damages.Mr. P. W. Goldring appeared for the plain-
tiff, while Mr. O. D. Thomson acted for the
defence.The managing partner of the plaintiff firm—
Li Pak Chi—said that his firm had a contract
with the defendant in respect of some wood-
work for the steamer *Zeolus*.Mr. Gompertz—Was the ship on the rocks
then?Witness—No. She was anchored at Tal-
kot-tai.Proceeding, he stated that on the day the
defendant started to work there was a strong
wind blowing and the ship had a considerable
list. The defendant confessed that he could
not work under such conditions and told witness
that he would remove all the ship's wood-work
and take it ashore.Mr. Goldring—Did you advance any money
to him?—Yes.How much?—\$350.
Have you the receipt?—Yes, my book was
chopped.Did the defendant remove the old wood-
work?—Yes.And did he put in the new wood-work?—No.
Did you press him to do the work?—Yes,
but he refused, saying that he wanted money.
I told him he could get the money if he got
security.

And you cancelled the agreement?—Yes.

Did you try and get another contractor?—
Yes, but nobody was willing to take the work.Cross-examined—When the contract was
entered into the ship was in a very bad state
of repair, as regards her bottom. But the wood-
work was all right. The reason why he wanted
the old wood-work removed was because new
cabinets had to be put in. It was much easier
to do the work on shore than on board. Wit-
ness knew that no work was being done by the
defendant. He visited the yard on several
occasions, and he could swear he saw no work
being done. Ordinarily the work should have
taken a month to complete. None of the wood-
work was blown overboard. The price men-
tioned in the claim was for the old fixtures.
New fixtures would cost between \$7,000 and
\$8,000.Further evidence was heard.
The defendant raised a special defence,
i.e., a lien on the goods for the work he had
done in the absence of payment.

The case was adjourned.

CANTON DAY BY DAY.

LIKIN COLLECTION.

[From Our Own Correspondent.]

Canton, 19th January.
The collection of Likin dues in Canton dur-
ing the second ten days of this month has greatly
increased; the amount collected in that
period, as reported by the Likin Office, was
143,974.102 taels, being nearly twice the
amount collected in the preceding ten days.THE EARTHQUAKE IN ITALY.
Wei-yuan Li Sui has been deputed by Viceroy
H. E. Chang Jen Chun to proceed to Hong-
kong with a sum of ten thousand dollars to be
handed to the Italian Consul there towards
the funds for the relief of the sufferers by the
recent earthquake calamities in Southern Italy.[The official had since arrived here yesterday
day morning and handed the gift to Chev.
Volpicelli, the Italian Consul at Hongkong,
through whose courtesy we were enabled to
publish some interesting details.—E. A. K. T.]

PRISONERS BEHEADED.

Yesterday, eight prisoners were taken to the
execution ground. Some were from the Nam-
hoi prison and others came from the Panyu
cells, and were beheaded by order of the
Viceroy. These prisoners were all found
guilty of committing armed robbery, and they
underwent the capital punishment in the
presence of the Provincial Judge, Wei King
Tung.THE VICEROY'S HEALTH.
Viceroy H. E. Chang Jen Chun is now im-
proved in his health, and, yesterday afternoon,
he was able to receive an American visitor.With regard to the appointment of a Chinese
Commissioner for Foreign Affairs in each pro-
vince, it is stated that to be qualified for the
post, the candidate must be well-versed in
diplomatic affairs, versatile in talents and recom-
mended by some high metropolitan or provin-
cial dignitaries before he can be given the post.
Should he, afterwards, be found guilty of any
failure in diplomatic affairs or of any action
derogatory to national prestige, the official
recommending him will also be called upon to
resign his position.

SANITARY BOARD.

MR. HUMPHREY'S VINDICTIVE ADDRESS.

In our last issue, we gave the address to the members of the Sanitary Board by Mr. Henry Humphrey, the retiring member of the Board, in a brief form. The following is a verbatim report of that gentleman's remarks.

Three years that I and my colleagues, Mr. Hooper, have represented the tax-payers on this Board have involved probably the hardest work that any such representatives have ever been called upon to perform, owing principally to H.E. Sir Matthew Nathan appointing all the Unofficials of this Board a Commission to inquire into the working of the Health Ordinance.

What that Commission meant in the way of work and much of the corruption it exposed, the Colony is to some extent familiar with. The spectacle of \$10,000 squandered every month during the plague season on an unknown and untried disinfectant, of thousands of dollars paid out every month to unknown Chinese contractors without business premises and without even a printed form for their bills, will, I trust, never again be presented to the community.

The Sanitary Board as a Board could not be asked to share the blame in any way because prior to this state of affairs the Government had transferred practically the whole of the executive arrangements to a Sanitary Department composed entirely of Government Officials.

The Government's answer to the Commissioners' report was to fill further clip the wings of the Board by transferring all matters connected with buildings from the Board to the Building Authority. I am not sure this is not a good move. It certainly should save time; but good as bad, it reduces the work to be done by the Board in the future to a mere nothing and its forthrightly meeting have already become a farce. For this reason, if for no other, I take my leave of the Board without a single regret.

THE "KAIFONG'S" DAMAGE.

\$3,000 CLAIMED.

There thousand pesos damages have been asked by Smith, Bell and Company from the Pilots' Association at Iloilo for injuries caused the British steamer *Kaifong* in being run on a rock in entering the harbour of Iloilo on December 24 in charge of one of the pilots of the association, says the *Manila Times*.

The first board of arbitration which investigated the grounding could not come to a unanimous decision as to the cause of the accident and the placing of the blame, two holding that the pilot was guilty and one that he was not. Another board was appointed and the report of this board was that the pilot in charge of the vessel, Cipriano Vidal, was wholly to blame for the accident. In view of this finding the local agents of the vessel asked damages of the Pilots' Association to the extent of P300.

In replying to the demand the Pilots refuse to pay any damage but offer to pay half the expenses of the board, or P700. It is understood that the agent asked the collector of the port to enforce their demand for damages but that official has no authority to take any such step.

In the meantime, Pilot Vidal, who was suspended during the investigation, asked the collector for leave and was granted a month. The agents of the vessel refused to have this pilot on any of the Butterfield and Swire vessels entering or leaving the harbour, and in view of this fact the other members of the association requested the collector to ask for the resignation of Pilot Vidal, which matter will be taken up at the expiration of the leave granted him.

DESERVED JAPANESE RESCUE.

TERRIBLE SUFFERINGS ON LEE HERN ISLAND.

American papers publish the following telegram from Midway Island, dated Dec. 18:— "Stress of weather, which compelled the Commercial Pacific Cable Company's schooner *H. Florence Ward* to deviate from her course from Honolulu to a cable station and run for Lee Hern Island for shelter, was the means of bringing about the rescue of three marooned Japanese—plumage hunters and saving them from starvation and death. The *Florence Ward* is commanded by Capt. Geo. H. Pitt. She was bringing supplies here from Honolulu, when a heavy gale broke and she was compelled to seek shelter at Lee Hern Island, eighty miles southeast of Midway. Distress signals were observed on shore and Capt. Pitt sent a small boat to investigate. Three Japanese sailors were found. Two were suffering from scurvy. The Japanese were immediately taken aboard the *Florence Ward*, where they were given food and clothing. Though an interpreter one of the Japanese said they had been for three months without food except fish and sea birds. No fresh water was obtainable and the men were compelled to drink distilled sea water. When a fire was required the men were compelled to light it by concentrating the rays of the sun upon small pieces of tinder through the crystal of a watch. According to the Japanese the schooner *Kioho Maru*, of Shinagawa, Tokio, Capt. Sugita, put into Harms about July 1 and landed four men to collect the plumage of sea birds. The *Kioho Maru* departed, leaving one month's provisions for the men on the island and interlocking shortly to return and take them off. The vessel never returned. Soon after the departure of the vessel a terrific storm broke and huge seas swept over the island, carrying away most of the supplies and effects of the marooned men. On what was left they subsisted as long as it lasted. One of the men died from exposure and improper food and the other three men could not have survived long. The three are being cared for at the cable station and in a few days will be taken to Honolulu.

THE OPIUM QUESTION.

STRAITS COMMISSION REPORT.

It has been equally a puzzle to know why the Government in England were so anxious to huddle up out of public knowledge the Report of the Straits Opium Commission; and why, so late in the day, and for no discoverable reason, they did finally telegraph consent to its publication, although manifestly, owing to typographical difficulties there could not possibly have been simultaneous publication in England and the Straits Settlements that they made the vital condition of publicity, remarks the *Singapore Free Press*. That, of course, for no reason that would bear statement, much less survive criticism. A clue is, however, provided by a telegram appearing in the Indian papers from Reuters' agency.

The telegram is dated London Jan. 4th, and reads as follows:— "The *Daily Mail* and *Telegraph* publish a long summary of the report of the Straits Opium Commission, including the main recommendations of the Commission, which urges that the Opium question be dealt with by increased control and not by prohibition."

What will strike people in Singapore is that it is an extremely strange thing that two prominent newspapers in London should have been able to publish a long summary of the Report of the Straits Opium Commission, when the Imperial Government had interdicted publication either in London or in Singapore until its abridgement of simultaneous publication, which was made to depend upon the scanty resources of the over-worked, under-staffed and under-supplied Singapore Government Printing Office, could have been complied with. That there has been a leakage somewhere is obvious, either in London or in this Colony, and the fact that that leakage took the form of communication (a "long summary" of the Opium Commission Report to two London newspapers must be held to explain why the steed being stolen, it occurred to the mind of the Secretary of State that to continue to keep the stable door locked was a work of supererogation. There is room for much satirical comment upon the alacrity with which Lord Crewe, finding the "gaff had been blown" in London, rushes out by cable permission to publish in Singapore that which had already become common property in London. If the secret had not been exploded in London we should, according to the Secretary of State's original orders, have remained in ignorance of the contents of the Commission's Report until the poor Singapore Government Printing Office had again gone through the ordeal of printing off a dozen or more successive sections of the voluminous Vol. II containing the evidence, distributing and resending the insufficient supply of type between each section. That was what in cold blood, and from motives of economy to the Imperial exchequer, the Colonial Office proposed should be the course to be followed in producing a Blue-book for the information of Parliament. The low level of the morality of the whole stratagem is only equalled by the meanness of the financial motive, but we have no right to cavil at a Liberal Government being convicted of its own illiberality out of its own mouth.

As the old Irishman said "What can you expect from a pig, but a grunt," and we have scriptural authority for doubting whether the Ethiopian can change his skin or the leopard his spots. With the publication of the gist of the Opium Commission Report, staring them in the face in two morning newspapers the Colonial Office saw that the game was up, and made a virtue of necessity by according permission for what could have been got without its intervention in course of mail, or even possibly by cable. But it is a point to be considered whether even if such irregularly obtained information reached this Colony while the interdict against publication stood against the Government in Singapore, it would have been correct to have made use of that without consulting the Colonial Secretary. It is no part of ours to hazard theories as to the mode by which the two London newspapers came into possession of a long summary of the Report of the Straits Opium Commission, before permission was given by the Colonial Office for publication. But if we take the result of the publication and the character of the Report into account, it would be very difficult to discover from the Report itself why the Colonial Office thought fit to deny the public of this Colony access to it for so long a time. We cannot profess to be in the least grateful to the Colonial Office for a permission which it only accorded when its hand was forced by premature publication in London. But still we are satisfied that, whatever be the reason, the Report is now published, and the people of this Colony are able to examine the Report of the Commissioners for themselves, and endeavour to study the situation in all its bearings with the help of the Report. As showing the relation of cause and effect in this incident, we may merely point out that the unauthorised publication of the "long summary" of the Report took place in London on Monday, January 4th. On Wednesday, January 6th, we were courteously informed by the Hon'ble the Colonial Secretary that the Colonial Office had now, by cable, accorded permission for the Straits Opium Commission Report to be published in Singapore. The *post hoc* in this case is a very decisive explanation of the *propter hoc*.

JAPANESE SHIPPING.

The following is self-explanatory, as showing the remarkable progress made by the shipping of Japan of late years:—

No. of Vessels.	Tonnage.
1898	1,974
1899	3,536
1900	4,168
1901	4,534
1902	4,724
1903	4,803
1904	4,747
1905	5,089
1906	5,130
1907	5,724
1908	6,008

ALLEGED OPIUM SMUGGLING.

BRITISH ENGINEER ARRESTED.

Alexander McCormick, second engineer of the steamship *Rubi*, which arrived in port last Tuesday, was found in possession of 400 ounces of opium and was arrested by James P. Lawler, chief of the secret service department of the bureau of customs, reports the *Manila Cable* of 16th inst.

In connection with the arrest of Mr. McCormick, W. G. Lawson, the ship's first officer is said to have placed himself between the officer making the arrest and his fellow officer and thus made it possible for him to attempt to escape. He has been charged with interfering with an officer in the discharge of his duties.

He was also arrested and together with McCormick was removed to the Meisic police station where they are held under order of the court to appear for arraignment to-day. Charges were filed against them yesterday afternoon by the prosecuting attorney and bail of P1,200 for McCormick and P5,200 for Lawson recommended.

Breaking the laws against contraband opium is proving costly in Cebu. Here is a sent once just passed on a Chinese by Judge Wislizenus there.

"The Court finds that the accused, on the night of Nov. 1st, 1908 and the early morning of the 2nd day of the said month, being a person unauthorized by law, knowingly had on board the steamer *Kaifong*, then anchored in the Port of Cebu, Philippines Islands, in his possession and under his control seventy cans of opium and that the accused therefore is guilty of the crime charged, defined and punished by Section 31 of Act 1761 of the Philippine Commission. No fact has been proven at the trial showing that the accused is worthy of any consideration of clemency the appreciation of which is in the discretionary power of the Court under the law. On the contrary, circumstances exist which show the necessity of applying the sanction of the law in all its rigor. For some time past the Port of Cebu has been acquiring a bad reputation, being one of the principal centres of the illegal importation and distribution of opium. The law was enacted by the legislative power after exceedingly careful reflection and discussion, and the object of this law is nothing less than the preservation of an entire people from a threatening evil which has with sad consequence shown its poisonous power in these Islands. The accused has knowingly defied the law and the power of this Government, and this Court will therefore show by its sentences in such cases that the Port of Cebu is a dangerous port for the launching of this class of offences."

"The Court, therefore, sentences the accused in this cause to the penalty of five (5) years' imprisonment and to pay a fine of ten thousand pesos (P10,000.00) and in case of insolvency to suffer subsidiary imprisonment at the rate of one day for each twelve and one-half pesos which he fails to pay; such subsidiary imprisonment not to exceed one year, and to pay the costs of the cause."

"The Court orders that the fifty-nine cans of opium contained in the sack Exhibit 'A' of the prosecution, the nine damaged cans and the two cans which have been submitted to analysis and which appear as exhibits in this cause, be delivered to the Collector of Customs of Cebu for their due forfeiture."

FOREIGN STUDENTS IN JAPAN.

The *Nichi Nichi Shimbun* states that the number of Chinese students in Japan is diminishing steadily. At one time there were as many as between nine and ten thousand, but now the number has fallen to below five thousand. This is scarcely to be wondered at. Although the disaffected section of these students must have been an infinitesimally small fraction of the whole, they have naturally attracted a large share of public attention, for the man in the street is prone to balance negative condition against positive facts. Thus to receive his education in Japan has come to be an indirect slur upon the loyalty of a Chinese student, and this is quite sufficient to deter respectable but timid people from sending their sons to Tokyo. On the other hand, in the case of Korean students, to whom no such considerations apply, the number attending Japanese schools is increasing steadily. Thus whereas at the close of 1907 there were only 350 of these students in Tokyo, the figure to-day is nearly 800. If to these be added the number in the provinces, a total of fully a thousand will be reached. Our contemporary speaks very highly of the intelligence, aptitude and diligence of the Korean lads. In these respects they compare very favourably with the Chinese, and they are especially remarkable for the facility with which they acquire the Japanese language.

VOLUNTEER CORPS ORDERS.

NOTICE.

All orders concerning parades issued in Corp Orders of 13th January are cancelled and the following substituted:—

Friday, January 22nd, Chinese New Year's day. Maxim gun practice at a towed target. One or more series to be fired by each of the Artillery Companies and the Infantry Company.

Parade—At headquarters at 9.30 a.m. Dress—Khaki and Puttees, service dress cap. Tiffin will be provided.

ARTILLERY AND INFANTRY COMPANIES. Parade—At headquarters at 5.30 p.m. on Tuesday, the 19th, and Wednesday, the 20th inst. Maxim gun drill.—Sergeant, Evelyn, R.O.A., will attend.

TAIKOO DETACHMENT. Parade—At Taikoo at 5.30 p.m. on Thursday, the 21st inst, for Maxim gun drill. Sergeant, Moore, R.O.A., will attend.

ENGINEER COMPANY. Parade—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 20th inst, for technical instruction.

THE CHINA BORNEO CO.

ANOTHER LIGHTER BUILDING.

The usefulness of the addition of the slipway to the timber business of the China Borneo Co., Ltd., in which a large amount of Hongkong capital is invested, is beginning to be demonstrated. Ever since its completion the slipway department has been building lighters and launches not only for its own use, but for that of coal and other companies also in Borneo. According to advices received from Sandakan to-day, the Company are now working on a new lighter which will be supplied shortly to the Batu Puteh Estate.

CRAIGENGOWER CRICKET CLUB.

The new pavilion will be formally opened on Saturday, the 23rd inst, at about 4 p.m. (After the first innings in the Craigengower-Kowloon Cricket League match).

Mrs. R. E. Bellios has kindly consented to perform the ceremony.

CHINESE FINANCIAL MISMANAGEMENT.

A GLOOMY REPORT.

London, January 16.

The *Times* correspondent in Peking sends the following communication:—

"One result of the mission of Tang Shao-yi to America has been the arrival here of a representative of one of the leading American banking institutions in the Far East, to make inquiries respecting the prospect of offering a loan to China with a view to her participation in the construction of the Canton-Hankow Railway. The money would, it is understood, be provided by the group of Belgian financiers who are still anxious to become identified with this railway, although they are aware that the option of its construction has been secured by the British, under the terms of the Hongkong loan, which has been granted to China for the repurchase of the concession from the American Syndicate, who were the original holders. The representative has returned to Shanghai convinced that the moment is ill-chosen for offering a loan to China. The financial condition of China will presently be causing considerable anxiety, arising from the heavy fall in silver, the debased subsidiary coinage, the reduced customs revenues, the over-speculation and over-trading of native merchants in Shanghai, Hankow, Tientsin, and other great business centres, and the many failures. The Tientsin Consular body and the Chamber of Commerce have submitted a report to the Diplomatic Body, pointing out that the native merchants of Tientsin are able to show assets of only one million sterling, against debts of nearly two millions to foreign firms, mostly German and Japanese. The ever-increasing silver levies upon the provinces issued in order to meet the indemnity payments in gold add to the general embarrassment, while China, through her ignorance of the elementary principles of sound finance, is increasing the currency confusion, although she is under a treaty obligation to reform her finances."

THE DIPLOMATIC BODY AND THE SITUATION. The Diplomatic Body have addressed a dispatch to the Wai-wu pu, urging the adoption of immediate measures to check the currency chaos, to forbid the present issue of bank notes by irresponsible banks not possessing a reserve of bullion, and to control the unlimited issue of provincial notes which are not also protected by a cash reserve.

China will have to make a radical change in her methods before she can hope to obtain again such favourable terms as she secured in the case of the last Anglo-French loan of £5,000,000 for the redemption of the Peking Hankow Railway. In that case the Ministry of Communications secured exceptional terms from foreign banks by representing that they had in reserve \$14,000,000 (£1,150,000). This asset had no actual existence. The Ministry hoped, however, to obtain the amount subsequently, and, as already reported, received the Imperial sanction to raise a domestic loan of \$10,000,000 (£825,000) offering 7 per cent. interest with a share in the profits of the railway. There was no security at all, except the guarantee of the Ministry itself, and the Chinese distrust of the methods of the Ministry under its present corrupt and incompetent President, Chen-pi, is so great that this small loan has been a complete failure. There has been no response to the popular appeal for subscriptions, and the Ministry are now seeking to obtain the amount from foreign banks. China badly needs money, yet the way in which loan-money are being wasted is bound to shake foreign confidence. Investors will cease to lend money to China on a Government guarantee without effective supervision over expenditure.

THE TIENTSIN-YANGTSE TRUNK LINE. The latest scandal is in connection with the English section of the Tientsin-Yangtse Anglo-German trunk line. The northern two-thirds, that is, the German section from Tientsin to the southern border of Shantung, is making good progress under a Chinese managing director, who allows the German engineer-in-chief an adequate staff, and who is actively co-operating in the work. The southern third, that is, the British section, under a British engineer-in-chief, from the southern border of Shantung to the Yangtse, is making no progress whatever. The managing director, who is a native of Canton and has been educated in America, is effectively preventing the work of construction. Although the contract is signed and the work is to be completed in four years, an official report, dated December 5th, states that the survey has been completed, but that no rails have been ordered, no sleepers purchased, and no earthworks constructed. The managing director, instead of residing on the railway, frequents Shanghai, and has been seen only once by the chief engineer in the course of two whole months. Sir John Jordan, the British Minister at Peking, has the matter in hand, and a foreign representation has been made, but owing to the mourning of the Court, diplomatic intercourse in Peking is much hampered.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 20th January, 1909, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street, 70 Cases, COLOURED GLASS TILES. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 20th January, 1909. [105]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR." Captain A. Stewart, will be despatched for the above Ports on WEDNESDAY, the 27th inst, at Noon. For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 20th January, 1909. [106]

GRAND AND SPECIAL PROGRAMME FOR A GRAND MATINEE AT THE "VICTORIA CINEMATOGRAF" ON FRIDAY, the 22nd JANUARY, 1909, at 4 P.M., ON BEHALF OF THE "HOME FOR THE POOR" at St. Francis Street, Wauchai, (Branch of the Italian Convent).

MAGNIFICENT FILMS amongst some New, interesting and Comic Pictures. The Magnificent Film: A Trip from the Hongkong Peak on the Funicular.

1st Class 40 cents. 2nd 20 " Children and Amateurs Half Price. Hongkong, 20th January, 1909. [107]

Intimations.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 19 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, 22nd and 23rd inst.

Hongkong, 16th January, 1909. [107]

THE CHINA AND MANILA STEAMSHIP CO., LD.

HONGKONG, AMOY AND MANILA.

AS a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$60 for passage to Manila and return by our S.S. "ZAFIRO" sailing SATURDAY, the 30th Jan. Tickets issued at this reduced rate will be available for return by either the S.S. "ZAFIRO" leaving Manila on 7th February or the S.S. "RUBI" leaving Manila on 18th February.

Hongkong, 11th Jan., 1909. [77]

MANILA CARNIVAL.

February 2nd to 9th, 1909.

REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger steamers:—

Leaving Hongkong "TEAN" 26th January. "CHANGSHA" 31st " " "TAMING" 2nd February. Hongkong, 16th January, 1909. [91]

FORMOSAN GOVERNMENT FINANCE.

ESTIMATE FOR COMING FISCAL YEAR.

The estimate of the Formosan Government for the coming fiscal year (from April 1909 to March 1910), which was under examination by the Home Department, has now been submitted to the Finance Department. The revenue of the island is estimated at Y32,275,449 representing both ordinary and extraordinary revenues, and the expenditure at Y32,231,149, both ordinary and extraordinary. Compared with the estimate for the present fiscal year, the revenue shows a decrease of Y1,595,879 and the expenditure of Y1,636,779. The principal item in the extraordinary expenditure is the cost of lumbering on An hill, proposed to be taken over by the Government, upon which it is proposed to spend Y1,800,000. The proposal has awakened strong opposition in many quarters, it being regarded as a sacrifice of public funds to the profit of a private merchant, and it is expected that the question will arouse a great deal of discussion in the Diet. Arisan is a well-wooded hill in Formosa, on which lumbering was undertaken a few years ago by Mr. Fujita, a well-known business man of Osaka. But the enterprise has proved a failure and it is alleged that Mr. Fujita, seeing that he was involved in a heavy loss, appealed for assistance to the Government or the Premier through Maquias Inouye, who is an intimate friend of Mr. Fujita. The Formosan Government now proposes to take over the business, for which ample compensation will be paid. It is regarded as strange that while Government saw-yahs in Japan are being transferred to private concerns, a similar business in Formosa should be taken over by the Government. The matter forms a striking example of the inconsistency of the Government policy in these matters.—*Japan Chronicle*

Public Companies.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

The REGISTER of SHARES of the Company will be CLOSED on THURSDAY, the 28th January, 1909, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908, (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary. Hongkong, 13th January, 1909. [87]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, the 19th January, 1909, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908, (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Ltd. General Agents for The West Point Building Company, Ltd. Hongkong, 12th January, 1909. [84]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, the 19th January, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts, for the year ending 31st December, 1908, (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 12th January, 1909. [83]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 5th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on the 25th January to the 5th February, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 18th January, 1909. [89]

Intimations.

NOTICE.

THE ANNUAL GENERAL MEETING of the HONGKONG BENEVOLENT SOCIETY will be held at the CITY HALL, on WEDNESDAY, 27th inst, at 12 o'clock. Consul-General Wilder has kindly consented to take the Chair.

Hongkong, 19th January, 1909. [102]

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co. T. F. HOUGH, Clerk of the Course. Hongkong, 19th January, 1909. [104]

FOUND.

AT the Club Lusitano, on the 2nd inst, after the first performance of "The Geisha" One GOLD LADY'S BRACELET, with Chinese Gold Coin pendant. Owner can have same on application to— THE SECRETARY, Club Lusitano. Hongkong, 5th January, 1909. [60]

NOTICE TO SUBSCRIBERS.

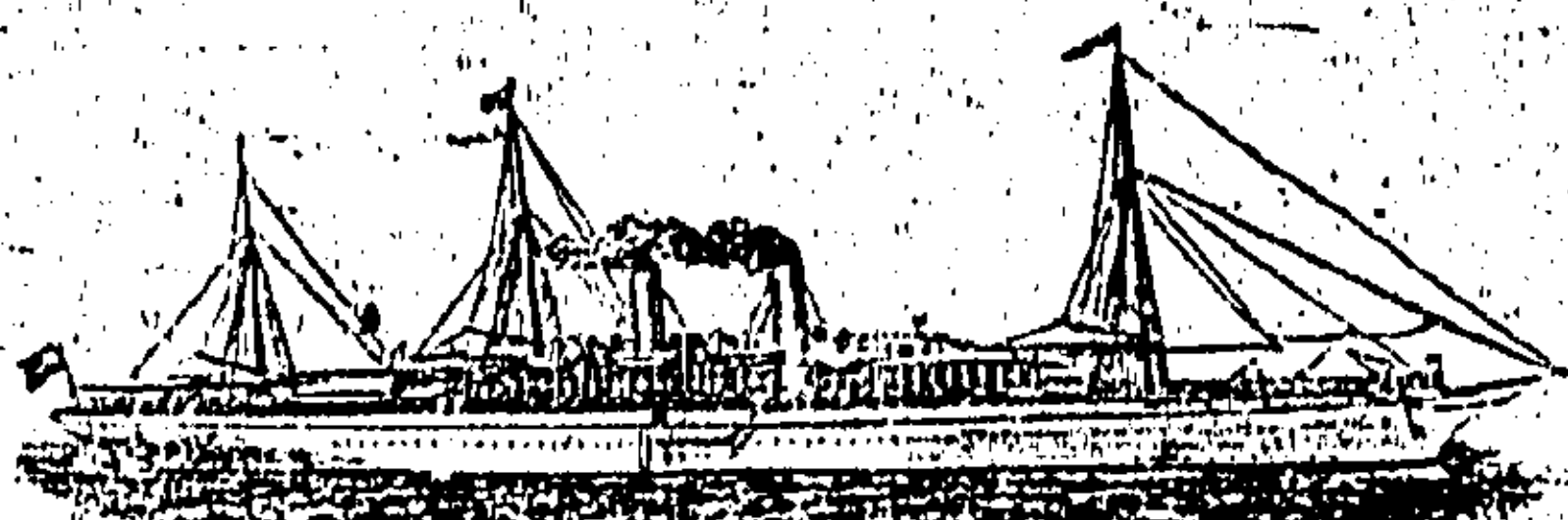
FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage of the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.) There will be no rebate to Missionary Subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 22nd December, 1908. [101]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF CHINA".....	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE".....	6,163	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF INDIA".....	6,000	SATURDAY, Mar. 13th	April 5th
"EMPEROR OF JAPAN".....	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA".....	6,000	SATURDAY, May 1st	May 22nd
"MONTEAGLE".....	6,163	TUESDAY, May 11th	June 4th

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, via Glasgow and Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate via "Empress Line" £40. " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for this class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner, Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	LOONGSANG	THURSDAY, 21st Jan., 5 P.M.
SHANGHAI.....	CHOYSANG	TUESDAY, 26th Jan., Noon.
MANILA.....	YUENSANG	FRIDAY, 29th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE } NAMSANG		THURSDAY, 4th Feb., Noon.
SHANGHAI, YOKOHAMA, KOBE } NAMSANG		THURSDAY, 4th Feb., Noon.
SINGAPORE, PENANG & CALOUTTA, FOKSANG		TUESDAY, 9th Feb., Noon.

FOR THE MANILA CARNIVAL.—Feb. 2nd to 9th 1909.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.

Hongkong, 20th January, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI.....	"ANHUI".....	21st Jan., 4 P.M.
CEBU & LOILO.....	"SUNGKATANG".....	21st " " " "
MANILA.....	"TEAN".....	26th " " 3 P.M.
SHANGHAI.....	"CHENAI".....	27th " " 4 P.M.
MANILA, ZAMBOANGA and USUAL } CHANGSHA		31st " " " "
AUSTRALIAN PORTS.....		

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong, 20th January, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon—Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond	MANILA	THURSDAY, 21st Jan., at 5 P.M.
ZAFIRO.....	2540	R. Rodger	"	SATURDAY, 30th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 20th January, 1909.

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd January, at Noon, taking Passengers, and Cargo for the above Ports in connection with the Company's S.S. Victoria, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Arcadia, due in London on 6th March, 1909.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 9th January, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Savard.....	6,232	W. Shotton	11th Feb.
Gymnast.....	4,922	J. C. A. Hall	11th Mar.
Amirante.....	6,232	R. J. Howie	8th April
Inverclyde.....	4,709	R. J. Howie	6th May

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 14th January, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

"AMIRAL DUPERRÉ."

Captain Martin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—MESSAGERIES MARITIMES.

Hongkong, 14th January, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 20th Jan., 1909.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE."

will be despatched for the above Ports about end of January, 1909.

For further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th January, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, Melbourne, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 3rd February, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th January, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY."

will be despatched for the above Ports on or about FRIDAY, the 12th February, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 15th January, 1909.

Furnitures.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆國李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VOEUX ROAD CENTRAL.

The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30's each. Illustrated catalogue of latest model Shot Guns; Combination Guns; Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorities, London, E.C. England.

THESE PREPARED BY THE MANUFACTURERS AT LOWEST PRICES. 12 BORE DOUBLE BREECHLOADERS FROM 30'S EACH. ILLUSTRATED CATALOGUE OF LATEST MODEL SHOT GUNS; COMBINATION GUNS; SPORTING RIFLES, &C., POST FREE. D. JAMES & REYNOLDS, GEORGE STREET, MINORITIES, LONDON, E.C. ENGLAND.

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HONGKONG AVERAGE MARKET PRICES.

Corrected, 15th January, 1909, 100 lbs. per 5 Mins.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa B.	18
" Corned—Ham Ngau Yuk	18
" Roast—Shit	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	18

Sausages—Ngau Yuk Chang

Bullock's Brains—Know..... per set

Tongue fresh—Ngau Li..... each

" corned—Ham Ngau Li..... 58

" Head—Ngau Tau..... 20

" Heart—Ngau Sam..... 18

" Hump, Salt—Ngau Kin..... 18

" Feet—Ngau Keok..... 7

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei..... 17

" Liver—Ngau Con..... 12

" Tripe (unadressed)—Ngau To..... 7

" Calves' Head and Feet—Ngau-chai-tau-keok..... set \$1.00

" Mutton Chop—Yeung Pak Kwai..... 12

" Leg—Yeung Poi..... 22

" Shoulder—Yeung Shan..... 20

" Pig's Chittlings—Chi cheong..... 2

" Brakes—Chi Know..... per set

" Feet—Chi Keok..... 11

" Fry—Chi Chak..... 15

" Head—Chi Tau..... 25

" Hear—Chi Sum..... 8

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon..... 24

" Pork Chop—Chi Pak Kwai..... 18

" Corned—Ham Chu Yuk..... 13

" Leg—Chi Pei..... 17

" Fat or Lard—Chi Yau..... 17

" Sheep's Head and Feet—Yeung Tau

" Keok..... set

" Heart—Yeung Sum..... each

" Kidneys—Yeung Yiu..... 10

" Liver—Yeung Con..... 22

" Sucking Pig, To Order—Chu Chai..... 22

" Suet Beef—Sang Ngau Yau..... 20

" Mutton—Sang Yeung Yau..... 24

" Veal—Ngau Chai Yuk..... 20

" Sausages—Ngau Chai Yuk Tong..... 20

POULTRY.

Chicken—Kal Chai..... 28

Selling.

SHIPPING AND MAILS

shipping.

Passengers arrive.
Per *Hatching*, from Coast Ports—150 Chinese.
Per *Yeddo*, from Antwerp—Mr. Kjellberg
and Miss Engstrom.
Per *Champlain*, from Chingwantao—Mr. F.
M. Allen.

r. Hassan, Mrs. Simonet, Mrs. M

Kumano Maru, Jap. s.s., 3,147, N. Mathieson,
10th Jan.—Yokohama 9th Jan.—Gen.—N.

Emp. of China	Singapore	C. Y. K. & Co.	Jan. 25
Yokofu Maru	Japan	N. Y. K. ...	Jan. 23
Aki Maru	Japan	N. Y. K. ...	Jan. 24
Lighting	Singapore	D. S. & Co	Jan. 25
Kamo Maru	Japan	N. Y. K. ...	Jan. 25
Moyori Maru	Bombay	V. Y. K. ...	Jan. 26
P. R. Luitpold	Colombo	M. & Co ..	Jan. 25
Namsang	Calcutta	J. M. & Co	Jan. 30
Maella	Sydney	M. & Co ..	Feb. 1

.....

Bona 11.....	"	30 20	—	—	2	4	—
Cheloo.....	6 a.m	30 44	20	85	SW	2	b

completed at that end. Due notice will be given as soon as a date can be fixed for the commencement of the outward service.

This does not effect the Homeward service which commenced here on the 1st inst.

Correspondence for Europe via Siberia is forwarded from Hongkong by all vessels sailing for Shanghai.

28th January, at 8.30 P.M.

Nightingale	river gunboat
Otter	torpedo boat destroyer

Reconnaissance	...	...	...	armoured gunboat
Sixx	...	...	...	destroyer
Takou	...	...	...	torpedo-depot
Vauban	...	...	...	torpedo-depot
Vieljeux	...	...	...	

(*) Flagship of Rear-Admiral Richard
 Commanding the 3rd Division

, Miss C. A. Lawls, J. H. and

...	85	2	240	Lieut.-Col.
...	150	6	6,300	

1,510	8	1,500	Lieut. S.
280	6	6,500	in Reserv
—	—	—	Commans
—	—	—	Lieut. B.

Grant

mander R. S. Roy... Yangtze
Hongkong

[illegible]

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT
activity	dispatch-vessel...	700	4	3,000	Commander C. T. K. Fuller ...	Nhatrang
aven	cruiser, 2d class	4,360	10	7,000	Captain F. E. C. Ryan ...	Shanghai
clford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine ...	Hongkong
amble	river gunboat ...	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
tomart	river gunboat ...	710	6	900	Lieut.-Commander F. B. Noble ...	Shanghai
dmus	sloop ...	1,070	2	1,400	Commander H. L. P. Heard ...	Shanghai
erob	water tank and tug ...	390	5	300	Master S. West ...	Hongkong
o	sloop ...	1,070	6	1,400	Commander C. T. Borrett ...	Hongkong
me	torpedo boat destroyer	2,750	6	5,700	Lieut.-Commander A. L. Gresson ...	Hongkong
ra	cruiser, 2d class	4,360	10	7,000	Captain Rowland Nagent ...	Hongkong
ady	torpedo boat destroyer	2,750	6	4,000	Lieut.-Commander R. J. O. Guy, V.C.	Hongkong
rt	torpedo boat destroyer	2,750	6	4,000	Lieut.-Commander Dickson ...	Canton
us	torpedo boat destroyer	2,800	6	3,900	Lieut.-Commander G. F. O. Fremantle	Hongkong
ni	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marecaux ...	Hongkong
ing Alfred	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker ...	Hongkong
tha	river gunboat ...	616	4	1,200	Lieut.-Commander T. J. S. Lyne ...	Vangre
rlia	surveying ship ...	1,070	6	1,400	Commander F. H. Walter ...	Hongkong
nnmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith ...	Hongkong
orhen	river gunboat ...	180	2	800	Lieut.-Commander G. O. Walcott ...	West River
ghtingale	river gunboat ...	85	2	249	Lieut.-Commander R. S. Roy ...	Yangtze
ter	torpedo boat destroyer	350	6	6,500	Lieut.-Commander J. White ...	Hongkong
blis	river gunboat ...	85	2	240	Lieut.-Commander H. R. Tickall ...	West River
ndpiper	river gunb. at	85	2	240	Lieut.-Commander Alas Dixon ...	West River
ipo	river gunboat ...	85	2	240	Gunner W. Barlow ...	Yangtze
ka	torpedo boat destroyer	250	6	6,500	Commodore H. Lyon ...	Hongkong
mar	receiving ship ...	4,650	6	800	Lieut.-Commander H. R. Godfrey ...	Yangtze
al	river gunboat ...	180	2	800	Lieut.-Commander H. T. Aisley ...	Yangtze
ittle	river gunboat ...	710	6	6,300	Commander Stevens ...	Hongkong
rago	torpedo boat destroyer	350	4	450	Lieut.-Commander H. P. Douglas ...	Hongkong
atch	surveying ship ...	1,070	6	5,900	Lieut.-Commander J. Kiddie ...	Hongkong
idgon	torpedo boat destroyer	305	6	800	Lieut.-Comdr ins. F. Knox ...	Yangtze
oodcock	river gunboat ...	150	2	550	Lieut.-Comdr H. R. V. Cottrell-Dormer	Yangtze
oodlark	river gunboat ...	150	2	550	Lieut.-Comdr G. R. Livingston ...	Yangtze

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
gergus	2nd class cruiser	4,320	22	5,100	Commander Fournier	Shanghai
rix	river gunboat	180	6	570	Lieut. d'Estienne	Hongkong
deland	armoured cruiser	4,500	16	8,500	Capitaine Rochas	Shanghai
entrecasteaux	gunboat	439	10	—	Lieut. de Libers	Kobe
ry	1st class armoured cruiser.	8,500	25	13,500	Capt. Talhaut	Salon
rio	river gunboat	170	6	—	Lieut. de Maingreville	Upper Yangtsé
aking	river gunboat	130	4	280	Lieut. Puech	Tongku
gizante	steam-launch	—	—	—	—	Upper Yangtsé
	river gunboat	180	6	570	Lieut. Biscuit	Canton

† Flagship of Rear-Admiral Perrin, Commander-in-Chief

Gunboats.							Reserve.		Saigon
ipère	...	...	...	75	—	—	...	...	...
don	...	...	...	500	—	—	...	...	...
alonnette	...	...	...	470	—	—	...	...	...
oculier	...	...	...	140	—	—	...	...	...
pronade	...	...	...	14	—	—	...	...	...
imette	...	...	...	420	—	—	...	...	...
stoc	...	...	...	141	—	—	...	...	...
...	...	...	...	300	—	—	...	...	...
...	...	...	...	1,850	8	1,700	Lieut. Bertrand	...	Saigon
...	...	...	...	506	7	400	Commander Badin	...	Saigon
...	...	...	...	500	6	500	Capt. L. Cervais	...	Saigon
...	...	...	...	70	—	60	Lieut. Combet	...	Saigon
...	...	...	...	30	7	6,300	...	...	Saigon
...	...	...	...	130	6	12	...	...	Halong
...	...	...	...	30	—	50	Lieut. Mari	...	Saigon
...	...	...	...	4,015	10	900	Commander Ragot de la Touche	...	Saigon
...	...	...	...	300	7	6,130	Commander De la Roche Kerandron.	...	Saigon
...	...	...	...	70	—	60	Lieut. Monblies	...	Halong
...	...	...	...	300	7	7,000	Commander Mortenol	...	Halong
...	...	...	...	70	—	60	Lieut. Morris	...	Saigon
...	...	...	...	9,330	37	6,200	Capt. Dronet	...	Saigon
...	...	...	...	1,610	8	1,600	Lieut. Seriot	...	Saigon
...	...	...	...	280	6	6,400	in Reserve	...	Saigon
...	...	...	...	...	...	...	Commander Marinol	...	Halong
...	...	...	...	...	...	...	Lieut. Elia	...	Cap Saint-Jacques

(*) Flagship of Rear-Admiral Richard Foy.
Commanding the 3rd Division of the Chile

